



# Expanding I-5 Through Everett

## 41st Street Bridge Demolition & Rebuild Detours Approved

With a goal of opening at least some of the freeway ramps into Everett by Thanksgiving, the Atkinson /CH2M Hill team recently received approval from the Everett City Council to allow closure of the 41st Street bridge and use of a detour for six months--a move that could significantly shorten construction time on the interchange.

Work on the detour will start in April. The 41st Street bridge should close around the week of May 8, 2006.

The proposed detour would route traffic from eastbound 41st Street onto the Cascade View Bridge. The bridge would become two lanes, one-way eastbound. These detour lanes would link directly to the current 41st Street northbound I-5 on-ramp and to 3rd Avenue in the Lowell neighborhood.

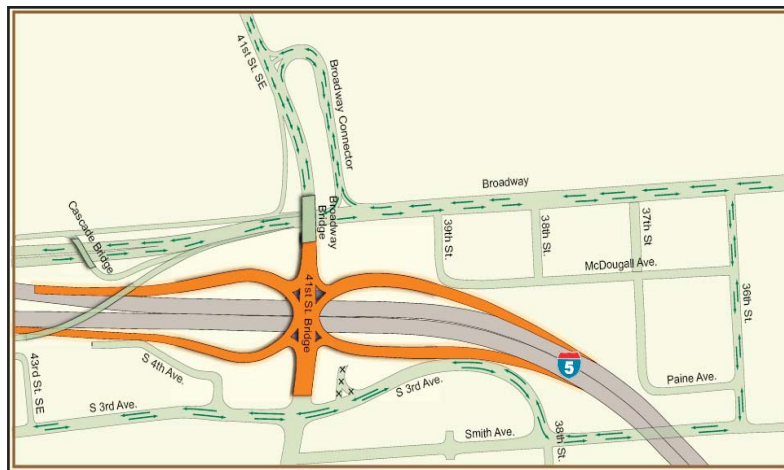
Traffic currently using Cascade View Bridge westbound would detour via Smith Road, 36th Street, and Broadway to reach downtown Everett and southbound I-5.

In addition:

- Traffic from 3rd/2nd Avenue in Lowell would access Everett & I-5 southbound via 36th Street.
- A temporary light will be installed at 36th Street and Broadway to make left and right turns possible.
- Vehicles exiting I-5 southbound headed into the

(over)

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*Finished 41st Street Interchange--May 2007*



*Proposed detours gain 6 months on project.*

For the Future:

## New 41st Street Interchange

The Everett City Council recently approved the closure and a 6-month detour at the 41st Street Bridge over I-5, allowing crews to complete the interchange more quickly and efficiently.

The new interchange will:

1. Provide faster emergency vehicle access to the east side of Everett, particularly to the Lowell neighborhood
2. Help relieve traffic congestion at I-5 and Broadway
3. Merge traffic more efficiently into the flow of I-5 both northbound and southbound.

Visit our Web Site:

[www.wsdot.wa.gov/projects/I5/hovsr526tous2](http://www.wsdot.wa.gov/projects/I5/hovsr526tous2)

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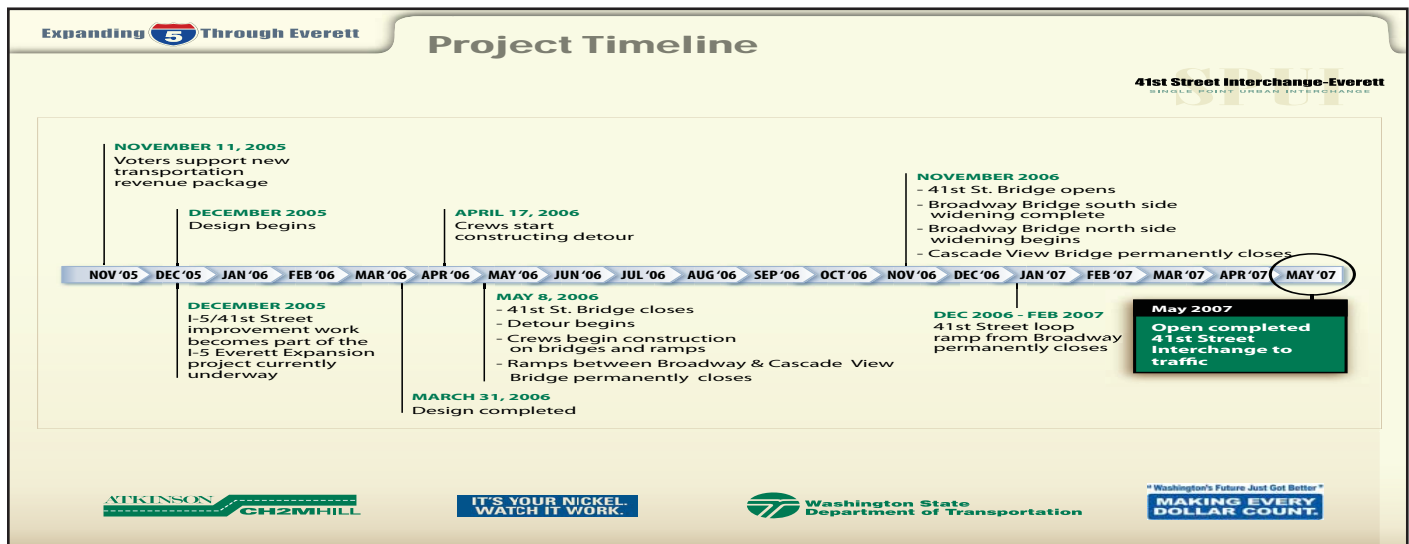
Lowell neighborhood would merge with eastbound traffic being detoured onto Cascade View Bridge when crossing 41st Street

- The 3rd Avenue / I-5 access ramp (onto Cascade View Bridge) from Broadway, slated to close permanently later this summer, would be closed early to accommodate this detour. Traffic would be routed to the 41st Street access ramp.
- The Cascade View Bridge will be torn down once the new 41st Street / I-5 single point urban interchange (SPUI) is completed to allow for construction of both I-5 southside on / off ramps.
- The existing 41st Street loop from northbound Broadway will close sometime after the new interchange (SPUI) opens in November 2007.
- The light at the I-5 northbound 41st Street on-ramp will be removed during the detour to facilitate traffic

flow onto I-5.

- The new 41st Street interchange/(SPUI) will have six lanes.
- Once the 41st Street interchange is completed, the eastbound right-hand exit from 41st Street to Broadway will allow traffic only southbound on South Broadway -- no access to I-5 southbound from this ramp.
- The current I-5 northbound left-hand Broadway exit will eventually be modified to allow only HOV access from northbound and to southbound I-5 HOV lanes.
- The entire 41st Street / I-5 interchange is scheduled to open in May 2007.

When the SPUI is completed, a 12-foot sidewalk /bikeway will allow pedestrian, bicycle, and wheelchair access across the 41st Street Bridge.



## Single Point Urban Interchange--What Is It?

Interchanges in heavily developed urban areas must move an ever-increasing volume of traffic through limited amounts of space. One way to maximize the flow of traffic in urban areas is through use of Single Point Urban Interchanges.

The Single Point, also known as an X-interchange or an Urban Diamond, is being used extensively in urban highway construction and reconstruction across the country. The simple design makes the most of safety, capacity and efficiency.

The name "Single Point" refers to the fact that all thru-traffic on the arterial street – and all the traffic turning left onto or off of the interchange – can be controlled from a single set of traffic signals. These interchanges allow long, gradual turns (helpful to larger vehicles like trucks and buses), and have the ability to move more traffic through a smaller amount of space. Smaller space means that single points can typically be built within existing state property.

Check this web site for a video demonstration of how this new interchange will work:

[http://www.improvei70.org/4a2\\_safety\\_main.jsp](http://www.improvei70.org/4a2_safety_main.jsp)